



Homeland  
Security

U.S. COAST GUARD  
Sector Upper Mississippi River



## Marine Safety Information Bulletin #10-06

*This bulletin is used purely for informational purposes to assist the maritime community within the Sector Upper Mississippi River Area of Responsibility. Its purpose is to advise relevant parties of emerging information & situations that may impact our Marine Transportation System as well as facilitates cooperation among the involved parties regarding actions that we may be taking and/or that you may need to employ in the interest of safety/security.*

### **Barge Seaworthiness Guidance** **June 6, 2006**

On March 22, 2006, the Eight Coast Guard District published the following Marine Safety Information Bulletin concerning Barge Seaworthiness Guidance:

*The Eighth Coast Guard District recently revised D8(m) Policy Letter 02-2000 dated 20 March 2000, "Marine Casualty Reporting Guidance for Inland River Marine Safety Offices". During the revision, the enclosure "Barge Seaworthiness Guidance" was removed and was no longer included in the revised policy letter. However, this guidance was found to still be beneficial to both the Coast Guard and the marine industry in determining the suitability of a barge to continue its voyage. Therefore, the Barge Seaworthiness Guidance is attached as Enclosure (1) and should still be used in determining a vessel's seaworthiness.*

*Encl: (1) Barge Seaworthiness Guidance*

The referenced enclosure is attached to this bulletin. Questions can be directed to Sector Upper Mississippi River Prevention Department at (314) 269-2686.



## U.S. COAST GUARD EIGHTH DISTRICT



# MARINE SAFETY INFORMATION BULLETIN

22 March 2006

### Barge Seaworthiness Guidance

The Eighth Coast Guard District recently revised D8(m) Policy Letter 02-2000 dated 20 March 2000, "Marine Casualty Reporting Guidance for Inland River Marine Safety Offices". During the revision, the enclosure "Barge Seaworthiness Guidance" was removed and was no longer included in the revised policy letter. However, this guidance was found to still be beneficial to both the Coast Guard and the marine industry in determining the suitability of a barge to continue its voyage. Therefore, the Barge Seaworthiness Guidance is attached as Enclosure (1) and should still be used in determining a vessel's seaworthiness.

If there are any questions, please contact Commander Jeff Ramos at (504) 589-2455.

Sincerely,

A handwritten signature in black ink that reads "R. W. Branch".

R. W. BRANCH  
Captain, U.S. Coast Guard  
Chief, Prevention Division  
By direction of the Commander,  
Eighth Coast Guard District

Encl: (1) Barge Seaworthiness Guidance

# Barge Seaworthiness Guidance

Table 3-1 is included to help determine when flooding is to be reported under the marine casualty reporting requirements listed in 46 CFR 4.04-1(a)(4) and 4.05-10. It is not designed to be all-inclusive, but serves as general guidance to both the Coast Guard and industry. Table 3-2 addresses different factors that industry, and the Coast Guard, take into account in determining the suitability of the vessel to continue voyage.

Vessel Type	Flooding	Reportable (Under 4.05-1 & 4.05-10)
Uninspected Barge	<p><i>Controlled if all apply:</i></p> <ol style="list-style-type: none"> <li>1) Pumps able to keep ahead of flooding; and</li> <li>2) Flooding confined to only one void; and</li> <li>3) Val trim/list not adversely affected; and</li> <li>4) Water not entered cargo envelope; and</li> <li>5) Additional standby pumps onboard.</li> </ol> <p>Otherwise, flooding should be considered <i>Uncontrolled</i></p>	No.
Inspected Barge	N/A	Yes  Always Reportable

**Table 3-1: Barge Reporting requirements for the Western Rivers**

Draft/Trim/Freeboard	Potential for grounding, calculating under hull clearances, and further flooding respectively.
Integrity of Other Compartments	Buoyancy
Ability to Control Flooding with patching and pumping	Pumps ability to keep running for the duration of the transit and maintain the barges stability and buoyancy.
Area of Operation	The prevailing water conditions influence upon the damage control efforts of patching and pumping and resulting ability to transit to destination.
Destination	The distance or time needed to complete the transit compared to the fuel/dewatering capacity and reliability of dewatering pump(s) to complete the transit.
Placement in Tow	Influence to adjacent barge buoyancy on stability of damaged barge
Opportunity to Transfer	Unloading the cargo to the extent that the stability of the barge is improved or the lack of resources to offload cargo.
River Conditions	Low or High water conditions that increase the risks of transiting to destination.
Weather	The potential that deteriorating or improving weather conditions have on the risk of additional damage.

**Table 3-2: Factors Considered in Determining Barge's Ability to Continue Voyage**